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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY USSR			
SUBJECT Port Information: Odessa			
		NO. OF PAGES 6	NO. OF ENCLS. 25X1
		SUPPLEMENT TO REPORT # 25X1	
THIS IS UNEVALUATED INFORMATION 25X1			
THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO 25X1 FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, OND No 1-8-56).]			
2. <u>Alphabetical Designators</u> In connection with information contained herein, 25X1 specific points of interest are noted 25X1 and referred to in this report by the following alphabetical designators:			
A. Cape Fontan Light B. Cape Fontan Radio Beacon NAVY Review Completed C. Verontsovski Light D. Signal Station E. Anchorage; Pilot and two Quarantine Officials aboard (arriving) F. Berth G. Pilot discharged (departing) H. Searchlight battery bearing 055°T from E I. Searchlight battery bearing 181°T from E J. Searchlight battery bearing 315°T from E K. Floating Crane L. Merchant freighter, Soviet registry about eight thousand gross tons; under repair M. Merchant freighter, Soviet registry about eight thousand gross tons; under repair N. Old merchant freighter, probably Soviet registry, estimated five thousand-seven thousand gross tons; no superstructure O. merchant freighter, about eight thousand gross tons P. merchant freighter, about four thousand gross tons Q. Soviet merchant freighter, about seven thousand-eight thousand gross tons R. Soviet merchant freighter, about four thousand-five thousand gross tons S. Soviet passenger vessel, estimated 20 thousand tons displacement			
3.			

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4. Anchorage [redacted] in outer port anchorage area at location indicated by designator X [redacted]

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5. Harbor [redacted] specific details concerning certain aspects of subject port harbor are discussed in paragraph 11.

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6. Contacts [redacted]

[redacted] Also visible during hours of darkness [redacted] were three large

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UNCODED [redacted] lights, described as "probably larger and more powerful than [redacted] lights," which occasionally came on to sweep the entire Odessa Bay area and particularly the anchorage area outside subject port harbor; lights were "easily capable of illuminating objects on the north side of the Bay across from Odessa." Locations of the three lights were [redacted]

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[redacted] 055° True, 181° True and 315° True, respectively; these three searchlight batteries are indicated, respectively, by designators H, I, and J. [redacted]

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7. Harbor Craft Two large tugs [redacted] described [redacted] as being of about two thousand horsepower and "large, nothing unusual in appearance," [redacted]

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No other "large" tugs were observed, but "many small tows, both harbor and seagoing," were observed.

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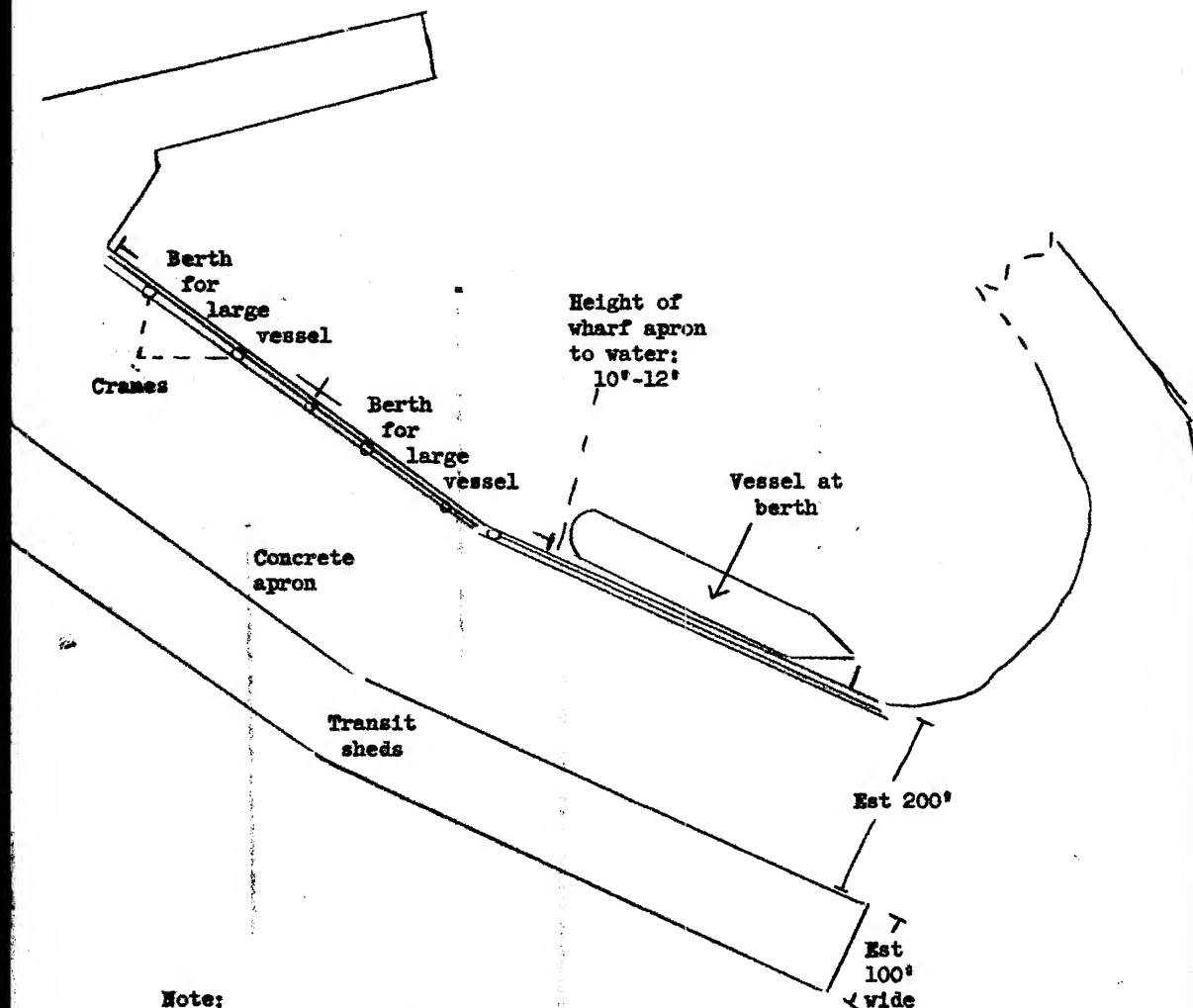
such tows were "towing astern" and total amount of harbor traffic did not appear to be excessive for an active port. A large floating derrick crane with an estimated capacity of 100 tons was brought by tug to location indicated by designator K,

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8. Berth [redacted] a diagram of berth and adjacent wharf area appears below:

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Note:

Diagram not to scale

Wharf was [redacted] constructed of concrete over stone, in excellent condition, and having fenders, with stringers set in, along entire length of wharf; height of wharf apron above surface of water was 10' to 12' (tidal range approximately 2'). No fire protection was evident on wharf area, and no water outlets were present nearer than transit sheds shown in diagram; nature and number of water outlets in transit sheds were not determined. Wharf area is accessible to truck but has no railroad spur tracks; only apparent means of transferring cargo from vessels to transit sheds is by truck, cart, or manual carry. Six electric hammerhead tower cranes with an estimated height of 50' to 60', total boom length 75' to 80', a 20-ton lift

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2/3 distance from end of boom, and a 5-ton lift at end of boom; cranes were all-electric, appeared in excellent condition, and were used to good advantage by skilled male operators. Similar cranes were also observed in New Harbor and Cabotage Harbor, [redacted]

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Transit sheds shown in diagram were described as being of mixed stone and brick construction with apparently a slate or composition-type roof, about 40° to 50° high, approximately 100° wide, and extending the entire length of the wharf as one apparently undivided long building. Similar sheds appeared to be present in each of the other inner harbor wharf areas, [redacted]

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Both wharf apron and transit sheds were equipped with floodlights which appeared adequate to permit night work in these areas. [redacted]

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9. [redacted]

10. [redacted]

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11. Shipbuilding and Ship Repair [redacted] one area where indications of ship repair work were evident; designators L, M, and N represent locations of vessels undergoing repair work. Designators L and M represent, respectively, two Soviet merchant freighters of about eight thousand gross tons each which were moored with stern adjacent to wharf and anchor out so that each vessel's ship's head was approximately 310 to 320° True; each of these vessels appeared to be undergoing some sort of minor repair or maintenance work centering about hull plates amidships from water line to level of weather decks. Repair work was being conducted from scaffolding or barges alongside; however, as noted in paragraph 7, a floating crane with an estimated 100 tons lift capacity was brought up to location indicated by designator K [redacted]

Vessel indicated by designator N was moored in a manner similar to vessels indicated by designators L and M, described above, and appeared to be an old Soviet merchant freighter estimated at five thousand to seven thousand gross tons; vessel had no superstructure, appeared to be "more or less a hull," and no evident repair work was in progress [redacted]

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12. Petroleum [redacted]

[redacted] three tankers, as described in paragraph 17, which indicated existence of petroleum facilities at subject port.

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13. [redacted]

14. [redacted]

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15.

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17. Merchant Shipping Three Soviet merchant freighters apparently undergoing repair work are indicated by designators L, M, and N. Designator O indicates a [redacted] freighter of about eight thousand gross tons [redacted] which was discharging structural steel and pipe. Designator P indicates a [redacted] freighter of about four thousand gross tons [redacted]

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Designator Q indicates a Soviet merchant freighter of about seven-eight thousand gross tons [redacted] which was not working cargo. Designator R indicates a Soviet merchant freighter of about four-five thousand gross tons [redacted] which was discharging timbers. Designator S indicates a large Soviet passenger vessel estimated at "20 thousand tons displacement," painted white [redacted]

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[redacted]
in subject port

Additional vessels were present
[redacted]

18. Miscellaneous [redacted] shore activities of merchant marine other military personnel and [redacted] only a few uniformed personnel in addition to "police guards" and other civil authorities, which were present in large numbers. No aircraft were observed at subject port or in the port area.

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[redacted] Comment [redacted] It is noted that information contained in this report duplicates certain portions of information contained in [redacted] and that certain data contained in this report are at variance with information contained in [redacted] notably data concerning visibility range of Vorontsovski Light, method of stating range and bearing of searchlight batteries, size and description of cranes along wharf near berth, and other minor descriptive data concerning merchant vessels at subject port.

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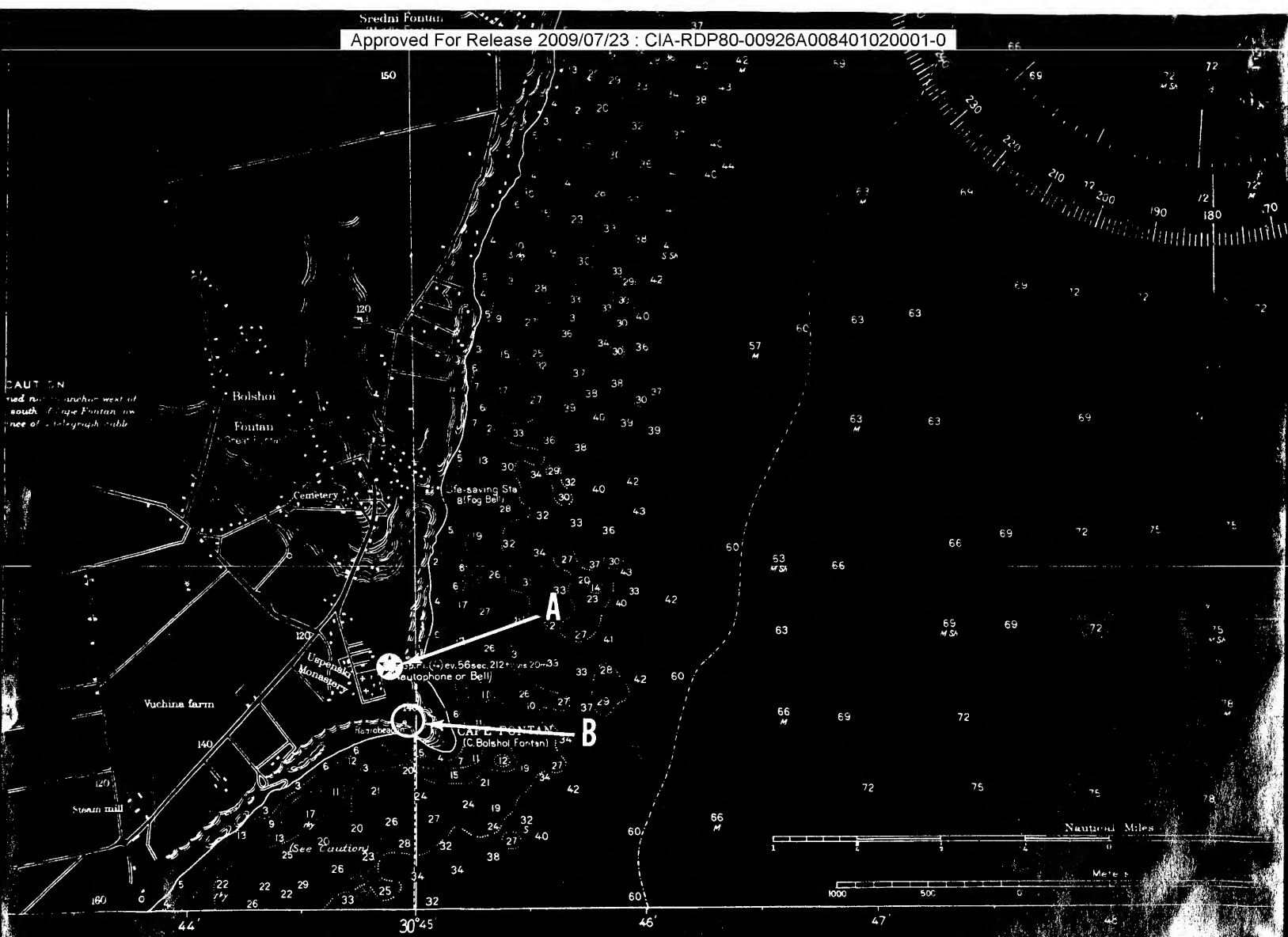
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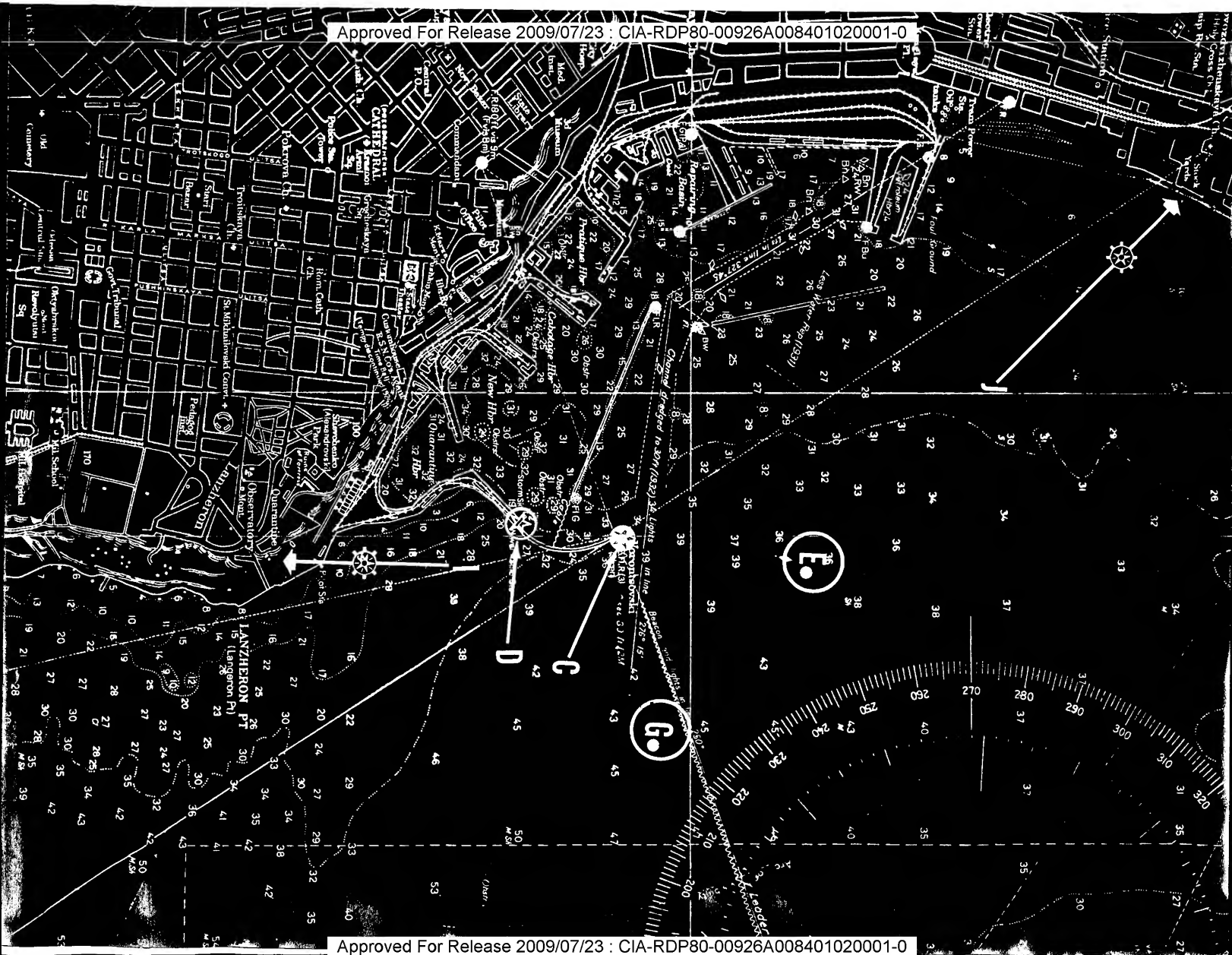
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